

CPTC PRESENTS THE



**37th ANNUAL
CANADIAN
POWER TOBOGGAN
CHAMPIONSHIPS**

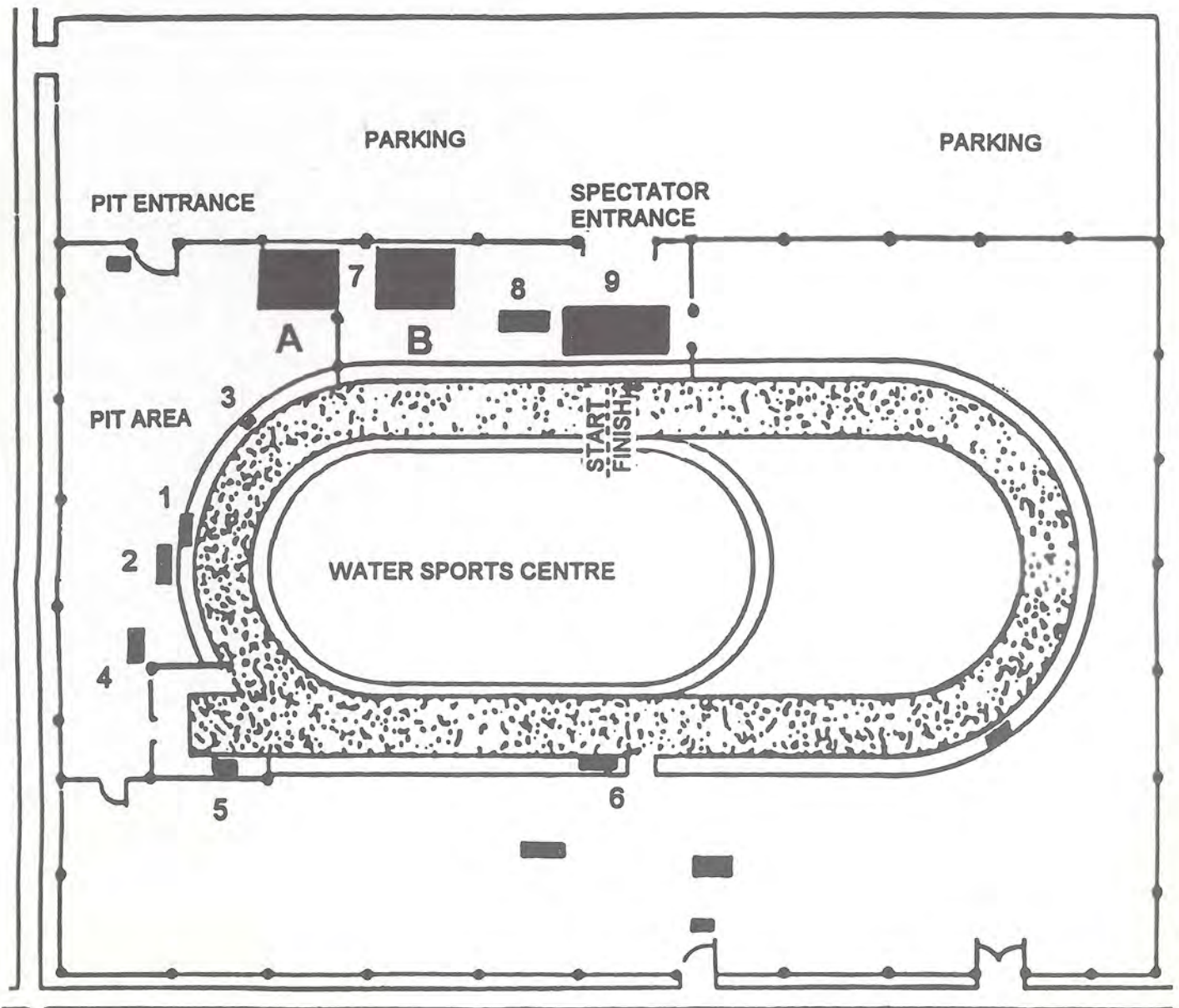
**SATURDAY & SUNDAY
MARCH 6TH & 7TH, 1999**

**C.P.T.C. RACEPLEX
BEAUSEJOUR, MANITOBA, CANADA**



CPTC RACEPLEX

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| 3) TV BROADCASTING | 7B) WARM UP BUILDING |
| 4) TEAR DOWN/TECH BUILDING | 8) MEDIA BOOTH |
| 5) MARSHALING BUILDING | 9) GRANDSTAND /
WASHROOMS /
CONCESSION |



P.R. 302 TO BEAUSEJOUR →

GREETINGS

Welcome to the C.P.T.C. Raceplex and the Canadian Power Toboggan Championships. Our program this weekend entertains some of the best ICE OVAL Racing in North America. It is with great pride that our directors and volunteers have worked numerous hours to provide the best Racing Facilities.

The dedication of many volunteers has once again further improved our facilities. A new concession and heated washrooms in the pit area. New interior finish and lighting in the Multi-Purpose building and the reconstruction of the concession area under the grandstand are only a few of our new additions.

Establishing this year's venue has been especially challenging. Spring like weather has put our volunteers to task. Their dedication has once again proved itself as all have worked together to provide the best for you, the racer and the spectator.

On behalf of the Board of Directors, I would like to welcome you to our community. We hope that you enjoy this weekends events and will join us again during this coming year.

Best wishes to all for an enjoyable and safe weekend.

Brian Beger

President C.P.T.C.

Schedule of Events

FRIDAY MARCH 5

LICENSED WARM-UP AREA

OPEN 7:00 p.m.

till 12:30 a.m.

TORCH LIGHT PARADE

SATURDAY MARCH 6

GATES OPEN 10:00 a.m.

HOT LAPS 11:00 a.m.

QUALIFYING RACES 12:00 NOON

CABARETS AFTER RACING AT REC

COMPLEX JAMES AVENUE

FOOD & ENTERTAINMENT

SUNDAY MARCH 7

GATES OPEN 10:00 a.m.

HOT LAPS 11:00 a.m.

RACES 12:00 NOON

OPENING CEREMONIES

ANTIQUÉ SHOW & SHINE

12:30 p.m.

TROPHY PRESENTATION

FOLLOWING RACES

AT REC COMPLEX

JAMES AVENUE

HOT BUFFET AND ENTERTAINMENT

CPTC 1999 UPCOMING SCHEDULE

DOUBLE B RODEO SOCIAL.....	April 10, 1999
MOTO CROSS BEGINNERS CLINIC.....	May 15, 1999
MOTO CROSS RACE.....	June 20, 1999
MOTO CROSS RACE & SOCIAL.....	August 28, 1999
DOUBLE B RODEO & MIDWAY.....	September 11 - 12, 1999
CPTC ICE OVAL SEASON OPENER.....	December 5, 1999
38 th CANADIAN POWER TOBOGGAN CHAMPIONSHIPS....	March 4 & 5, 2000

PROCLAMATION

WHEREAS the Town of Beausejour is the Snowmobile Capital of Canada; and

WHEREAS numerous International Snowmobile Races are held within the Town of Beausejour; and

WHEREAS the Town of Beausejour wishes to encourage the citizens, businesses and organizations to become involved in Snowmobile Month.

Under the Authority vested in me, I, Fred Kazina, Mayor of the Town of Beausejour, declare the month of February, 1999 as **“Snowmobile Month”**.

Under my Hand, at the Mayor’s Office this 28th day of January, A.D. 1999.

Fred Kazina

FRED KAZINA
Mayor of the Town of Beausejour

BOARD OF DIRECTORS

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TABLE OF CONTENTS

SCHEDULE OF EVENTS	2
MOTOCROSS	5
ANTIQUÉ SHOW AND SHINE.....	7
CANADIAN CHAMPION LIST.....	8
WHEN DISASTER STRUCK.....	9
RACING CLASSES	11
FUTURE PROJECTS.....	15
DOUBLE B RODEO	21
DECEMBER RACE RESULTS.....	22
KATHY KENNEDY	23
INTERVIEW WITH TERRY WAHL	24



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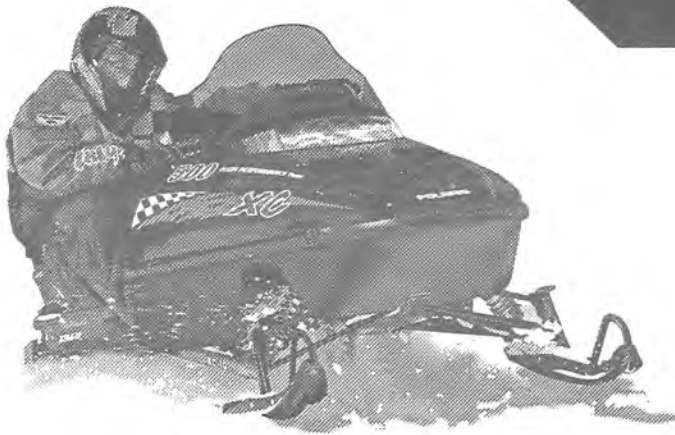
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CPTC MOTOCROSS AT A GLANCE

IN 1996 CPTC OPENED ITS GATES FOR ITS VERY FIRST MOTOCROSS EVENT. DESPITE OF HAVING 4 INCHES OF RAIN FALL THE NIGHT BEFORE THE RACE, TURNING OUR RACETRACK INTO A QUAGMIRE, THE RACE ENDED UP GOING ON WITHOUT A HITCH AND EVERYONE ENJOYED THE TRILLS AND SPILLS OF THE SHOW.

IN 1997 CPTC DECIDED, SINCE EVERYONE HAD SUCH A GOOD TIME THEY WOULD MAKE IT AN ANNUAL EVENT. SO THE TRACK WAS MOVED FROM ITS TEMPORARY SPOT ON THE SNOWMOBILE RACE TRACK TO ITS PRESENT LOCATION AT THE SOUTH EAST CORNER OF THE CPTC FACILITY. THE TRACK TOOK APPROXIMATELY 2 ½ MONTHS AND MANY VOLUNTEER MAN HOURS & HELPERS TO CONSTRUCT. IT WAS DESIGNED TO BE SAFE BUT YET EXCITING ENOUGH TO KEEP THE SPECTATORS INTEREST PEEKED. RIDERS ARE CHALLENGED WITH ONE OF THE MOST TECHNICAL TRACKS ON THE MANITOBA CIRCUIT. THE TIGHT, HIGH FLYING ACTION ON THE CPTC MOTOCROSS TRACK HAS RIDERS SOARING OVER 75 FEET THROUGH THE AIR FROM JUMP TO JUMP CUTTING AND CARVING THEIR WAY TO THE FRONT OF THE PACK. SOME OF THESE FEARLESS LEAPERS COULD BE CLASSIFIED AS AIRLINE PILOTS BY THE WAY THEY MANEUVER IN THE AIR WHICH MAKES FOR SOME VERY EXCITING RACE ACTION. FOR 1999 THE GANG AT CPTC PROMISES FOR AN EVEN BIGGER AND BETTER EVENT WITH A NEW REDESIGNED MOTOCROSS TRACK, NEW CONCESSIONS AND A LICENSED REFRESHMENT SPECTATOR AREA AS WELL AS NEW SANCTIONING FROM CMRC (WHICH IS THE SANCTIONING BODY FOR MOST OF THE MOTO-X EVENTS ACROSS CANADA). ALSO NEW FOR 1999 THE MMA (MANITOBA MOTOCROSS ASSOCIATION) HAS DECIDED TO SPLIT THE SEASON INTO TWO SEPARATE POINT SERIES RACES. OUR FIRST RACE SCHEDULED FOR JUNE 20 WILL BE THE FINAL ROUND OF THE SPRING/SUMMER SERIES WHICH SHOULD BRING OUT SOME OF THE FINEST ATHLETES THIS SPORT HAS TO OFFER. THE SECOND RACE WILL BE PART OF THE SUMMER/FALL SERIES WHICH SHOULD PROVE TO BE A LITTLE MORE CHALLENGING FOR SOME OF MANITOBA'S NEW UP AND COMING STARS OF THE LOCAL MOTO-X SCENE.



SO MARK YOUR CALENDAR AND PLAN TO ATTEND CPTC'S 4 TH YEAR OF THE HIGH FLYING, FAST PACED ACTION OF MOTO-X. SCHEDULED FOR JUNE 20 AND AUGUST 28, 1999. ALSO A BEGINNER CLINIC IS TENTATIVELY SCHEDULED FOR MAY 15 TO YOUNG AND OLD ALIKE TO GET BETTER AND SAFER RIDING TECHNIQUES. SIGN-UP FOR THE CLINIC SHOULD BE MADE A MINIMUM OF 3 WEEKS IN ADVANCE. CALL CPTC AS (204) 268-2049 TO BE INVOLVED AS A RACER, VOLUNTEER OR TO SIGN UP FOR THE BEGINNER CLINIC.



THE CPTC MOTOCROSS COMMITTEE WOULD LIKE TO THANK ALL THE VOLUNTEERS, SPONSORS AND EQUIPMENT SUPPLIERS FOR MAKING THESE EVENTS POSSIBLE.

SEE YOU AT THE RACES



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ANTIQUE SLED RALLY

ONCE AGAIN CPTC IS PROUD TO HOST AN ANTIQUE SLED "SHOW AND SHINE" FOR NOSTALGIA ENTHUSIASTS.

THE CPTC WAS THE FORE RUNNER OF ALL SNOWMOBILE RACES AND WAS THEREFORE THE BIRTHPLACE OF INNOVATIVE SNOWMOBILE TECHNOLOGY. OLD TIME VINTAGE HARDWARE, MEMORABILIA, RESTORED, UNRESTORED, RACING MACHINES, FAMILY MACHINES AND WHAT-HAVE-YOU. THEY ALL COME TO DISPLAY AND DISCUSS THE EXCITEMENT OF THE GOOD OLD DAYS.

MAKE SURE TO GO DOWN TO THE PIT AREA TO CHECK OUT THE REMARKABLE DISPLAY OF OUR PROUD HERITAGE OF SNOWMOBILING!





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*Good Luck
to all
Racers*



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1969 - A. FANSET

1970 - L. MAUWS

1971 - S. SPENCER

1972 - Y. DUHAMEL

1973 - G. VILLENEUVE

1974 - J. VILLENEUVE

1975 - G. VILLENEUVE

1976 - B. ELSNER

1977 - L. OMANS

**1978 - Memory of
JERRY BUNKE**

1979 - B. HULINGS

1980 - B. ELSNER

1981 - cancelled

1982 - cancelled

1983 - W. VOSS

1984 - B. BENNETT

1985 - J. PRESTA

1986 - W. VOSS

1987 - H. VILLENEUVE

1988 - D. EWING

1989 - D. EWING

1990 - K. GRETSINGER

1991 - D. WAHL

1992 - D. WAHL

1993 - M. MONDUS

1994 - D. LORITZ

1995 - T. WAHL

1996 - T. WAHL

1997 - T. WAHL

1998 - D. WAHL

1999 - T.B.A.

WHEN DISASTER STRUCK

By February 26th 1971, all was in readiness for the running of the 9th annual Canadian Power Toboggan Championship Races at Beausejour on Saturday and Sunday.

Sometime during the night, Friday, the weather turned ugly with heavy snow falling and increasing high winds. By mid-morning, Saturday, a howling snow storm was in progress. The start of the races was delayed but the weather got worse by the hour.

The Board of Directors had decided to go call out this particular year to attract thousands of spectators and had committed a lot of dollars towards advertising and promotion on radio, TV, and newspapers. Without adequate gate receipts, this would turn out to be a disaster.

This was one of those mornings when you would rather have not gotten out of bed but, instead you knew that the "SHOW MUST GO ON". The storm continued all day Saturday and there were no races, no racers, and no spectators.

Sunday morning arrived under clear sunny skies but the temperature had dropped drastically. Despite some racers who were concerned about a slippery track, it was agreed to start the races at 10:00 AM. All went well for the rest of the day. Only a few spectators arrived because many highways were still impassable. By the end of the day it was now definitely a disaster to the tune of a \$22,827 deficit!

Requests for assistance were immediately turned down by the three levels of government; municipal, provincial and federal. With the upcoming municipal elections in October, this was fast becoming a political issue. During the campaign, the incumbent Mayor placed ads in the local paper warning the electorate that a vote for his opponent would mean a vote to use the taxpayers hard earned money to pay off the debt.

With over 500 volunteers and their families holding C.P.T.C. dear to their hearts, the

community became divided into a pro-race camp and an anti-race camp. It was the largest turnout ever on election day and as a result a new mayor took office.

Most of the 1971 Directors chose to remain on the Board to help clear off the debt. They signed promissory notes at the bank to pay off the most pressing creditors immediately. They then, rolled up their sleeves to plan what turned out to be the most successful race ever. As was anticipated, there was a huge spill over of promotion and advertising benefits from the previous year, 1971. This saving combined with a record attendance of over 22,000 spectators and perfect weather conditions, generated enough revenue to pay off the entire debt.

One year later, the local weekly newspaper The Beaver ran the following headline in its May 30th, 1972 issue:

C.P.T.C. REPORTS BILLS PAID AND MONEY IN THE BANK FOR '73.

All this was accomplished because of the tireless efforts and community spirit of hundreds of volunteers, which holds true to this day.

Eyfi O. Walterson
Past President C.P.T.C.
1971



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RACING CLASSES

RACES BY CLASS THAT YOU WILL SEE THIS WEEKEND

FORMULA ONE: (The Indy Car of Snowmobile Racing) The machines in this open body style class consist entirely of twin track designed sleds. engine horsepower is evened out over the various cc sizes by intake design and carburetor size. The speed and handling of these machines is truly amazing. The winner of Sunday's Formula One event will be crowned the Canadian Champion.

CHAMP 440: The sleds in this class are limited to single track design and 440 cc engines. Arctic Cat, Polaris and Ski Doo all run sleds in this class. Although the sleds appear reasonably stock, they are anything but. A whole host of chassis and engine modifications are allowed in this class.

250/SPRINT: This class is a combination of the Formula 250 Class and the Pro Sprint class. The sleds in both the classes have similar speeds and handling characteristics, and allow them to be run together. The formula 250 is a single track sled of no more than 250 cc engine displacement. The Pro Sprint class is single track sleds with 500 cc air cooled engines or less. All sleds must have a stock exhaust pipe.

MODIFIED II: Only single track snowmobiles can compete in this class. The engines are limited in size to 500 cc and must originate from a stock production snowmobile. Carb size is also limited based on the number of cylinders.

STOCK CLASSES: Beausejour usually runs only three stock classes. The sleds must remain stock. Only changes for safety reasons and some changes to improve handling are allowed. The three classes are as follows:

STOCK C: 500 cc maximum with 38 mm carbs and single exhaust.

STOCK D: 440 cc liquid cooled 34 mm carbs and single exhaust.

STOCK E: 440 cc air cooled 34 mm carbs and single exhaust.

EARLY MODEL: This class is for 1975 and older stock production snowmobiles. Engine and chassis modifications are allowed. This class has a lot of local racer participation and always provides great racing.

LATE MODEL: This class consists of sleds that are 1982 or older and have leaf spring suspensions. The engines must be air cooled and all components must be basically stock.

RELIC ONE: The sleds in this class are 1970 and older. The chassis must originate from a stock production sled. Modifications are allowed to most components and clutches can be changed in the interest of safety. This is a great class for taking snowmobile race enthusiasts on a trip down memory lane.

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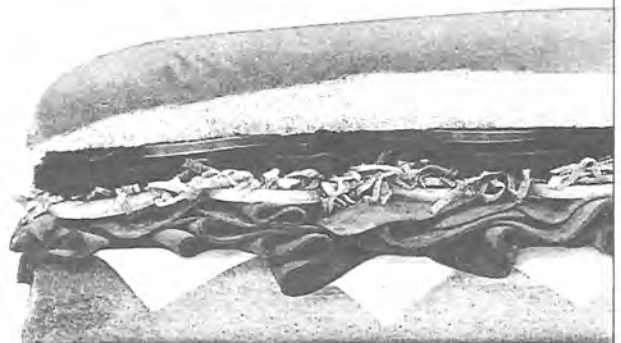
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*Wishing all the
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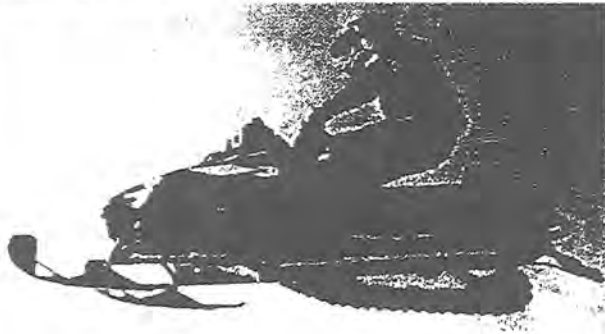
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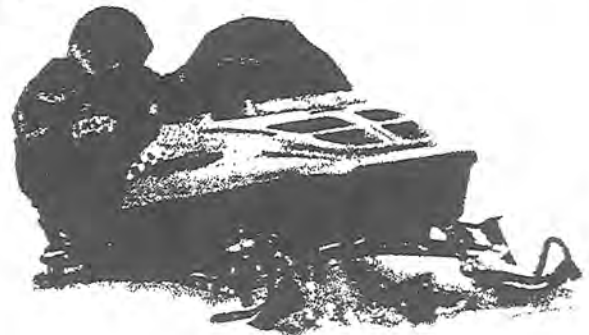
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*RIDE SMART & ABOVE THE REST
LEARN TO DRIVE CAREFULLY
WITH COMPETITIVE RIDING ABILITY.
USING PROVEN TECHNIQUES.*



*SNOWMOBILING IS A GREAT WAY
TO TONE & SHAPE YOUR BODY.
IT CAN ALSO BE AN EXHILARATING
FORM OF EXERCISE WITH PROPER
RIDING POSTURE.*



- * Would you like to go riding with all the other riders but have never driven a snowmobile before?
- * Do you worry about your child's safety and their riding ability when they're out riding by themselves or with others?
- * When you ride, are you feeling uncertain or uncomfortable with your riding ability?
- * When you ride, are you always at the back of the pack?

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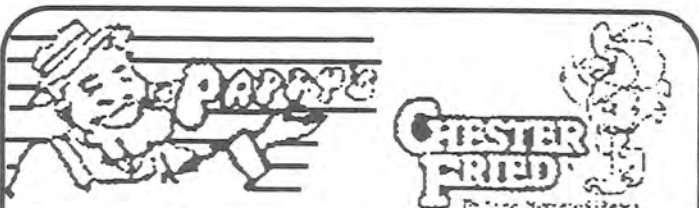
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FUTURE PROJECTS

CPTC has always prided itself on being a progressive organization. We always try to look to the future and give our supporters and sponsors value and excitement.

One of our latest future projects is a "WALL OF FAME" to be located under the newly renovated "tunnel" underneath the main grandstand. Our proposal would consist of a wall display of exciting and interesting newspaper articles, photographs and memorabilia of Beausejour's rich and colorful love affair with snowmobiles and snowmobile racing. While visiting our concession stand, spectators could view a nostalgic picture of past glories. We would also ask the public to contribute to this worthy venture in the form of old photos, newspaper articles, artifacts, or anything to do with the history of snowmobiles in Beausejour.

Another future consideration for the CPTC Raceplex is an exciting SNOWCROSS race for the year 2000. Snowcross is currently all the rage across North America and we are working to attempt to bring it to Beausejour.



If you would like to volunteer to help on either of these projects, please contact the CPTC office at (204) 268-2049.

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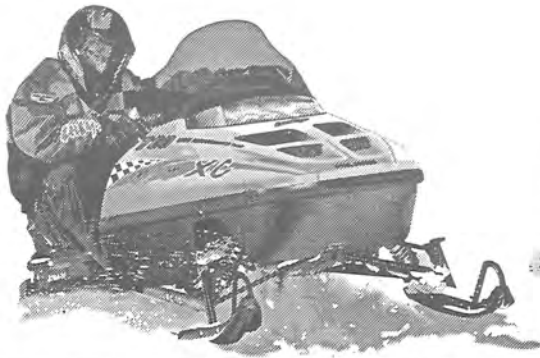
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STOCK 440 L

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2. Paul Niznik - 99 Sno Pro
3. James Duvall - 99 Ski Doo

STOCK 440 F

1. Andy Moyle - 99 Polaris
2. Steve Arpin - 99 Polaris
3. Darren Lowes - 99 Polaris

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3. Ken Kitzman - 99 Arctic Cat

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The Voice of Snowmobile Racing

Kathy Kennedy



For years now, Kathy Kennedy's voice and knowledge of snowmobile racing has been keeping the spectators that attend the races in Beausejour informed and entertained.

Kathy comes by her talents honestly, as she is news and sports anchor at 92 CITI FM and CKY radio in Winnipeg.

Kathy brings with her a wealth of announcing experience. She's done it all, from grass drags, the ice cars, to the world's best ice oval snowmobile racing. Kathy's knowledge comes from her love of the sport of snowmobile racing and the fact that she is married to Howard Weibe. Howard is another true enthusiast of snowmobile racing and the sport itself. (At the first annual ice car races held in January Howard won the celebrity race). Howard (AKA "Putski") is always in the booth with Kathy, lending his expertise.

As with any professional, the ease with which Kathy does the announcing is truly amazing. She makes an extremely difficult job look effortless. She also makes the race organizers' job easier, as she can coast through the steady stream of last-minute line-up changes. Kathy makes the time in-between races interesting and informative, and has a knack for getting the spectators involved with the excitement of the races.

Race organizers and fans alike look forward to Kathy continuing to be the Voice of Snowmobile Racing in Beausejour for many years to come!

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Terry Wahl: To The Rescue

By Tim Erikson Associate Editor

For Snow Week

Could this team be the saving grace for oval racing?

Over the last few years, oval racing has been on the decline. Some people blame the rising popularity of snocross for stealing fans. Others cite the fact that for several racing seasons spectators have been watching little more than Ski-Doo vs. Ski-Doo going around oval tracks. With little brand competition, there really wasn't much to cheer for.

The Wahl Bros. Racing team is putting one of those theories on trial. A few weeks after Haydays, news of the Wahls switching to Polaris swept through the industry like a prairie fire.

The switch signals a regeneration for oval racing. Everyone is optimistic that it is again on the rise. Polaris believes it, too, as they are returning to the oval venue after an extended holiday. For the Wahls, they have unexpectedly taken on the burden of rescuing oval racing. They could be just what the industry needs, and they could end up playing savior.

Even if Terry Wahl didn't make the switch to Polaris, he would garner attention anyway. The two-time *Snow Week* Top Ten racer of the year member has wins at one time or another at every track he has rode upon. Last year he was crowned the World champion at Eagle River, Wisconsin. In 1996, he won a \$50,000 dollar bonus for winning three Sunday Formula I finals in the four weekends on the now-defunct SuperSled series.

Wahl has also taken his share of checkered flags at other tracks. He has done victory laps at Eganville and Owen Sound, Ontario; Valcourt, Quebec; and **BEAUSEJOUR**, Manitoba.

He doesn't do it alone. After all, he races out of Wahl Bro. Performance. Many people fall

into believing that the siblings in Wahl Bros. are Dave and Terry. While they are related as uncle and nephew, the brothers are Dave and Durmont, Terry's father, who is a master tuner and chassis guru. We were able to spend some time with Terry Wahl talking about the transition and what it could bring to oval racing and the Wahl team this season. Shortly after his victory at **BEAUSEJOUR**, a call to Wahl Bros. Performance, in



Greenbush, Minnesota, pulled him away from wrenching duties to have the following conversation:

Snow Week: *First of all, how did you get started in snowmobiling, and how did it lead to racing?*

Terry Wahl: "It's been in our family forever. One thing just led to another, and I started racing. That's all dad has really done all his life. He was a Arctic Cat for many years racing, and then they just started on their own. It grew to be a good thing."

Sw: *Are there any particular challenges that you face from a chassis standpoint?*

Wahl: "Nope,. We can handle that part of it."

Sw: *You have commented before that **BEAUSEJOUR** is your favorite oval track.*

Wahl: "Yeah, that's true. That's a good track, and when you go there you get treated so well. They'll do anything for the racers, you just have to tell them. They give you pretty good test time, depending on the weather. They are really good people which makes it fun to there. It's also close to home.

The hospitality there, I think, also makes it a favorite of the other racers. They go out of their way. They just can't do enough for you"

SW: *You were able to win at **BEAUSEJOUR** on your new brand and new sled. With the mild weather we had this fall, there couldn't have been much time for testing. How did you pull it off?*

Wahl: "I don't know if we got lucky or what. We got some testing in and it compared with what we had, so we went from there. You really don't know where you stand until you run against other sleds. But, it went fairly well. I hope they'll get even better, and I think they will."

SW: *What kind of training do you do both in and out of the season?*

Wahl: "Absolutely nothing [laughs]. I'm too busy. A guy gets worn out with the long hours we're putting in working on this stuff.

We were pretty well set before we signed on with Polaris. We had everything from before, we just had to fix it up and put some new stuff on. It's a new ball game in that motor department, but so far it's working good. At least we're getting some more colors out there."

SW: *We would like to go back to that. For a few years now, it's been Ski-Doo vs. Ski-Doo on the oval courses. Where do you see oval racing going now that Polaris*

is a player in that venue again?

Wahl: "I think it will turn around. We're not going to go out and set the world on fire by any means, but we're going to give it a shot and hopefully make the other manufacturers look a little more.

I have nothing against Ski-Doo, but something had to happen. They [Ski-Doo] are a great bunch of guys, too, but they had nothing to gain. This is a good thing."

SW: *Do you think fans will return to ovals?*

Wahl: "I think so. You'll get your diehard Polaris fans out there, and there are some Arctic Cats coming out now. There were a few of them at **BEAUSEJOUR**, and they were running well. It was a Polaris, a Ski-Doo and an Arctic Cat up front, and that's a good

thing, too."

SW: *What has been your best moment in racing?*

Wahl: "I guess winning that \$50,000 at [the] Boswell [SuperSled circuit]. That was quite an accomplishment."

SW: *What do you hope to accomplish this season?*

Wahl: "Well, we hope to go out and win some races. We'll just go out and give it our best shot. It's like I say, 'You have to try before you give up.' So, we'll go out and do the best we can, and we'll win some races. We've got a good start."

SW: *Your were probably able to discover some things on the sled that needed a change.*

Wahl: "Yeah, but we know where we stand. [The sleds] will get better, it's just going to take some time. Nobody is going to get slower, they're all going to get faster."

SW: *Let's bring this to a close by listing your sponsors.*

Wahl: "Polaris is our main sponsor, of course, then we have Dayco, Redline Oil, Fox Shox, Superseer, Braking Brake Systems, V-force Delta reeds, Micro-Belmont, Phillips 66, NGK, Woody's, Link-Belt, PPD, Intercomp, Flotation Docking Systems and Huff Technologies. }b

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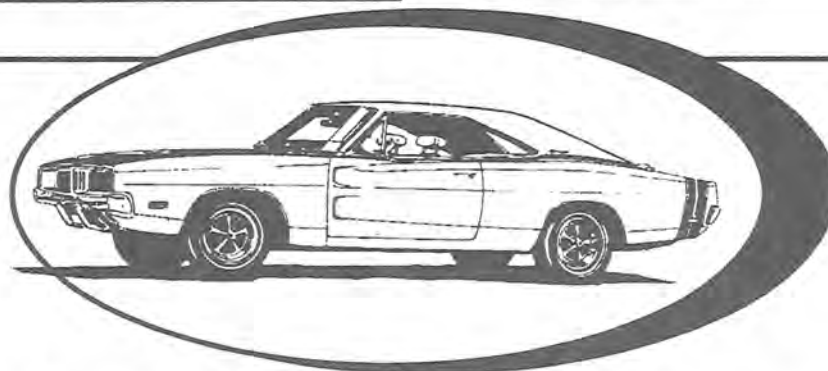
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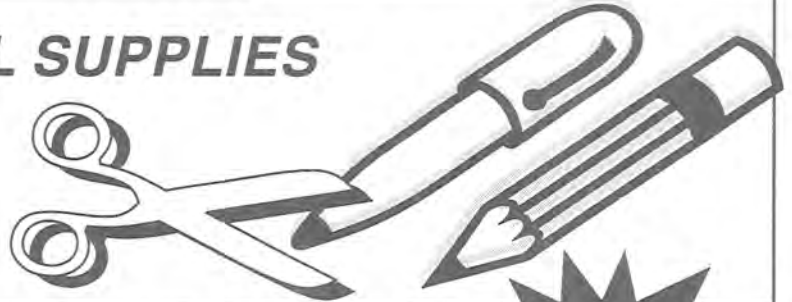
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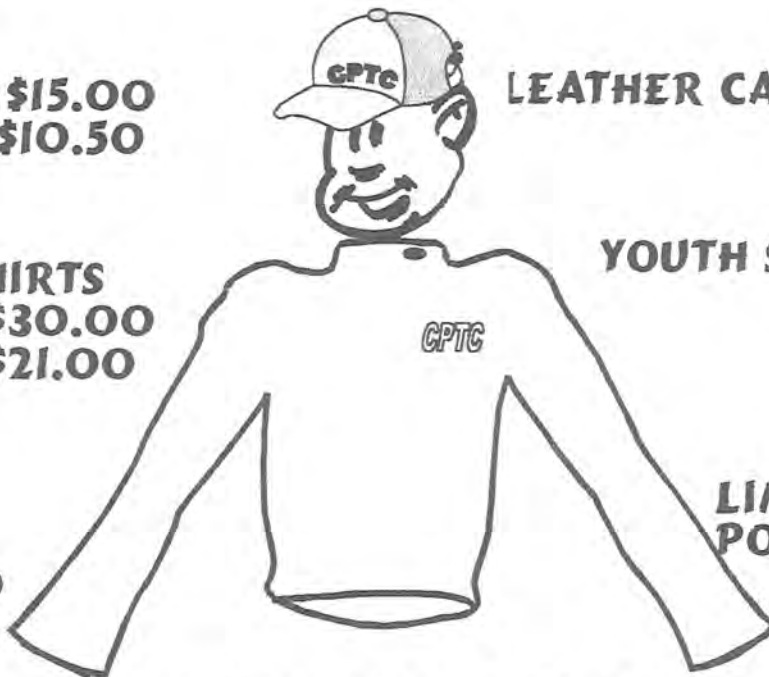
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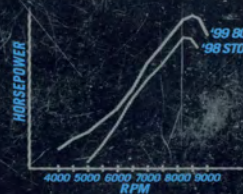
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